a'd.

respect to the reference plane of the stator assembly. In addition, time needs to be allocated for the adhesive material used to solidify.

Please replace the paragraph at page 8, lines 7-16, with the following text:

a2

On the inner circumference surface of the bearing hole of the bearing sleeve 22 is formed a dynamic pressure surface, which is positioned to face in the radial direction of dynamic pressure surface formed on the outer circumference surface of the rotating shaft 31, such that a radial dynamic pressure bearing section RB is created in a minute gap between the dynamic pressure surfaces. More specifically, the dynamic pressure surface on the bearing sleeve 22 side and the dynamic pressure surface on the rotating shaft 31 side in the radial dynamic pressure bearing section RB face each other across a minute gap of a few micrometers; this minute gap forms a bearing space into which a lubricating fluid is continuously charged in the axial direction. The lubricating fluid consisting of oil or a magnetic fluid is injected into the bearing space.

Please replace the paragraph at page 8, line 27 – page 9, line 8, with the following text:

a3

At the bottom end of the rotating shaft 31 is fixed a disk-shaped thrust plate 33. The thrust plate 33 is contained in a cylinder-shaped concave recess formed at the bottom center of the bearing sleeve 22. In the recess of the bearing sleeve 22, the dynamic pressure surface provided on the top surface of the thrust plate 33 faces in close proximity the dynamic pressure surface provided on the bearing sleeve 22. A dynamic pressure generating groove is formed on at least one of the two facing dynamic pressure surfaces, and a top thrust dynamic

a3 amended.

pressure bearing section SB is formed in the gap between the dynamic pressure surfaces of the thrust plate 33 and the bearing sleeve 22 facing each other.

Please replace the three paragraphs at page 9, line 16 – page 10, line 12, with the following text:

a4

As described above, the two dynamic pressure surfaces of the thrust plate 33 and the dynamic pressure of the bearing sleeve 22 and of the counter plate 25 that faces them together constitute a set of thrust dynamic pressure bearing sections SB next to each other in the axial direction and are in each case arranged so that the opposing dynamic pressure surfaces face each other across a minute gap of a few micrometers; and the lubricating fluid is charged continuously into the minute gaps in the axial direction via a path provided on the outer circumference of the thrust plate 33.

Furthermore, normal herringbone-shaped or spiral shaped thrust dynamic pressure generating grooves in a ring shape are provided on at least one of the dynamic pressure surfaces of the thrust plate 33 and that of the bearing sleeve 22, and on at least one of the dynamic pressure surface of the thrust plate 33 and that of the counter plate 25. As a result, when rotation takes place, the pumping action of the thrust dynamic pressure generating grooves pressurizes the lubricating fluid to generate a dynamic pressure and the rotating shaft 31 and the rotating hub 32 are supported in the thrust direction.

The rotor hub 32, which includes the rotor assembly 30 along with the rotating shaft 31, is made of a generally cup-shaped member which includes a metal such as aluminum or aluminum alloys, so that the rotor hub 32 can support recording discs such as magnetic discs (not shown). The rotor hub 32 is joined unitedly by press fitting or